CLAIMS

1. An engine control system for adjusting vehicle driveability based on an input from a vehicle operator, comprising:

a transmission;

a torque converter;

a throttle;

a selector switch having a plurality of selector settings corresponding to a plurality of drive modes, said selector switch moveable between said plurality of selector settings by said vehicle operator; and

a controller that communicates with said selector switch and that includes a plurality of predetermined drive settings corresponding to said plurality of drive modes;

wherein said controller utilizes predetermined transmission shift points, torque converter slip and throttle position progression data based on a current selector setting chosen by said vehicle operator.

2. The engine control system of claim 1, further comprising a mode display providing visual confirmation to said vehicle operator of said current selector setting.

3. The engine control system of claim 1 wherein said selector switch is an electrically-actuated switch.

4. The engine control system of claim 1 wherein said selector switch is a toggle switch.

5. The engine control system of claim 1 wherein said plurality of selector settings includes a setting option whereby said controller utilizes predetermined transmission shift points, torque converter slip and throttle position progression data based on driver input patterns to said throttle.

6. A method for adjusting vehicle driveability based on an input from a vehicle operator for a vehicle having a throttle, transmission and torque converter, said method comprising:

providing a selector having a plurality of driveability settings corresponding to a plurality of driveability modes;

determining a current driveability setting based on said selector;

utilizing predetermined transmission shift point data for said transmission based on said current driveability setting;

utilizing predetermined torque converter slip data for said torque converter based on said current driveability setting; and

utilizing predetermined throttle position progression data based on said current driveability setting.

7. The method according to claim 6, further comprising displaying said current driveability setting to said vehicle operator.

8. The method according to claim 6 wherein said plurality of driveability modes correspond to various degrees of vehicle acceleration.

9. A method for adjusting vehicle driveability based on an input from a vehicle operator for a vehicle having a throttle, transmission and torque converter, said method comprising:

providing a selector having a plurality of driveability settings corresponding to a plurality of driveability modes;

determining a current driveability setting based on said selector; and

utilizing predetermined transmission shift points, torque converter slip and throttle position data based on said current driveability setting;

whereby said plurality of driveability modes correspond to various degrees of vehicle acceleration.

10. The method according to claim 9, further comprising displaying said current driveability setting to said vehicle operator.